*MENTAL HEALTH*

There are several tested and reliable drugs like chlorpromazine, Amitriphlyline Phenolarbitone, Diazepam which are used as antipsychotic/antidepressant/antiepileptic/ anti-anxiety drugs. These drugs are usually available in the institution where mental illnesses are treated.

(h) No, Sir. A statement giving the available information regarding deaths due to Tuberculosis, Polio, Typhoid and Measles reported during the last 5 years is enclosed. [*See* Appendix CVLII, Annexure No. 63]. Leprosy does not directly contribute to death in the affected persons.

**Employing of Trainees in Cochin Shipyard Limited**

1203. SHRI N. E BALARAM: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that a number of apprentice trainees are employed in the Cochin Shipyard Limited continuously for the last 3 years; and

(b) if so, what are the details thereof; and the reason for no regularising them so far?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) and (b) At preset 109 Apprentices are under-going Training under the Apprentices Act and their training is scheduled to be completed by 30th April 1987. Besides, CSL has also taken 127 Apprentices in two batches of 99 in June 1984 and 28 in January 1985 respectively, for intensive training under Company's own scheme. In the light of general ban on the creation of posts, earlier there were no vacancies against which these frainees could have been taken. Management is now considering them for employment against the notified vacancies after their names are sponsored by the employment exchange, who have been specifically requested to consider sponsoring the intensive trainees also for the posts of Shipwright (General).

**Crisis in shipping companies**

1204. SHRI BIR BHADRA PRATAP SINGH:
SHRI BHAGATRAM MANHAR:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is fact the shipping industry has been going through the crisis and if so, what are the steps already taken or being contemplated to help the shipping companies;

(b) what was the strength of the Indian merchant fleet on March 31, 1987 and what is the age of each ship in the fleet;

(c) what was the Indian shipping tonnage on January 1, 1987, January 1, 1986, January 1, 1985 and January 1, 1981; and

(d) what was the amount of tonnage required on each one of the four above dates and what have been the adverse effects on the industry because of the gaps in the required and the actual available tonnage?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) Yes, Sir. Government of India have been making continuous assessment of the factors responsible for present crisis, namely, want of adequate cargo and serious constraint on the cash flows. Govt. have extended help to Indian Shipping companies in various forms of cargo support and incentives for carrying cargo in Indian bottoms. To ease the cash flow problems, Govt. have on 3 occasions earlier considered reshedulement of the payments of the principal and interest amounts.

(b) The operating strength of the Indian merchant fleet as on 31st

March. 1987 was as wollows:—

| | No. of ships | GRT |
|---|---|---|
| Coastal | 129 | 4,13,632 |
| Overseas | 254 | 63,46,961 |
| | 383 | 67,60,593 |

| Age | No. of Ships |
|---|---|
| 5 years and below . . . | 123 |
| 5-9 years . . . . | 52 |
| 10-14 years . . . . | 100 |
| 15-19 years . . . . | 66 |
| 20 years and above . . | 34 |
| | 375 |

(c)

| Tonnage as on | No. of ships | GRT |
|---|---|---|
| 1-1-1987 . . | 359 | 5 4,78,521 |
| 1-1-1986 . . | 368 | 59,50,200 |
| 1-1-1985 . . | 433 | 63,74,619 |
| 1-1-1981 . . | 384 | 56,83,098 |

(d) Tonnage requirements are not assessed on year to year basis. The target is for each of the 5 year Plans. The Plan Target for the 6th Five Year Plan was for 7.5 million GRT whereas the actual tonnage at the end of the 6th Five Year Plan was 6.31 million GRT. The gap in the required and actual available tonnge has effected the Indian Shipping Industry to the extent that a substantial volume of trade has been catered to by foreign flag vessels.

**Condition of Ports in the Country**

1205. SHRI BIR BHADRA PRATAP SINGH: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is fact that minor and major ports in the country continue to remain in a bad condition and if so, the reasons therefor;

(b) what are the names of various minor and intermediate ports in different maritime States and broad figures of traffic handled by each on of them;

(c) what are the steps already taken or being contemplated by the Central Government to assist and encourage the various maritime State Governments to take better care of minor and intermediate ports in their respective areas; and

(d) what are the details of financial and technical assistance provided by the centre in the last three years?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) and (b) Out of the various Ports in the country the Central Government is directly responsible for the development of Ports declared as major ports. For the development of ports other than major ports the State Governments concerned are responsible. During he 7th Five Year Plan an outlay of Rs. 955 crores has been made for Modernisation, replacement and additional facilities at the major ports. During the 6h Five Year Plan a sum of Rs. 543.20 crores was spent on the provision of these facilities. The major ports have been handling increased traffic from year to year.

(c) and (d) No financial assistance has been provided by the Central Government to State Governments during the last three years. A provision of Rs. 20 crores has however, been made in the 7th Five Year Plan for providing financial assistance for the development of two minor ports-one